ISSUES ÷ VISION ÷ GOALS

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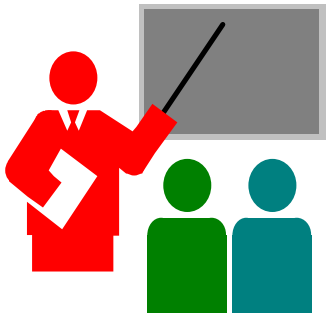
The Issues

The Idaho Transportation Plan builds upon regional transportation planning. This is in keeping with the state planning regions and ITD district administrative boundaries. Also guiding the development of the ITP are existing federal and state laws.



Underlying the regional and statewide plans are local comprehensive plans. Each city and county in the state is required to prepare a comprehensive plan to guide development within their jurisdiction, and in each local plan a transportation element is required. However, simply placing all regional and Metropolitan Planning Organization (MPO) plans together does not make a statewide plan. State responsibility for interregional travel and trade, and national concerns for trade, commerce, and defense must be addressed on a statewide scale and be reflected in the regional and local plans for transportation operations and improvements. Conceptually, the total transportation system within the state of Idaho should provide service as a unified system of all travel modes. The common focus of that system is the customer or user. The system should provide different modes of travel which satisfy the different needs of each user.

The transportation system can be identified geographically by the corridors of travel in the state which have become fairly well established over time. Each corridor has come through a fairly standard evolution of foot trail to horse-drawn vehicle or rail line, and has been further identified for air travel, communications, and shipping by virtue of the corridor destinations as places of business, residence, resource development, or cultural attraction.

Each region of the state views the development of their respective parts of the statewide transportation system differently depending on the level of urbanization, unique transportation problems, and geography. In general, the major metropolitan areas propose concepts that maintain the existing system with extension and expansion to meet anticipated growth. Some desire land use considerations with multi modal choices and intermodal connections while others place emphasis on improving the existing system with some operational efficiencies. Small urban and rural areas view transportation largely in terms of the existing roadway system, but recognize the need for some expansion of public transit and non-motorized travel. Improvements to the highways are key components of these system concepts.

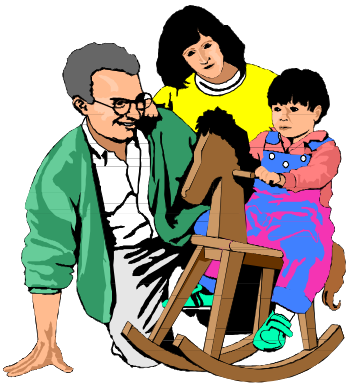
The six planning regions of the state, corresponding to the ITD Districts, are shown on Exhibit 3 together with the three metropolitan planning organizations. Despite different emphases in regional system concepts, there is statewide agreement on three basic issues:

- Economic Development - Idaho is presently facing significant growth in major urban areas. This is not only placing heavy traffic loads on the urban streets, but also on adjacent rural highways and "edge" communities. The impact is also being felt more distantly on intercity rural corridors as recreation, trade, and commerce increase relative to population growth. If this state is to move forward, its transportation system must be improved to accommodate increasing trade, tourism, travel, and communication;
- Growth Management - Idaho's population growth in the major urban areas is of vital concern to many of the people who have attended the public involvement meetings held during the development of the ITP. Land use and traffic growth have caused many to recognize that a statewide strategy is needed, yet others were equally concerned that rural highways and communities be adequately served and public transportation maximized to meet community needs. Taken together, there is general agreement that coordination of transportation and land use development and the application of wise planning and environmental practices are essential if Idaho is to move forward;
- Air Quality - Idaho is committed to improving air quality, but it is also committed to improving its transportation system. A transportation plan must be designed that includes air quality objectives in an economically and environmentally sound manner.

This Idaho Transportation Plan provides a future vision and long-range framework for planning, developing, operating, and maintaining Idaho's transportation system to serve the needs of all Idahoans for work, shopping, medical care, recreation, emergency services, commerce, and other purposes. It proposes an intermodal system that provides mobility while supporting economic and environmental goals. It is comprised of a vision, goals, objectives, strategies, and recommendations for multi-modal transportation both now and in the future. The goals and objectives are based upon existing state policy, federal law, and input from public meetings held in various Idaho cities. They are intended to serve as a guide for state and regional transportation plan development and for transportation decisions made by all levels of government, the private sector, and the public.

The Vision

Idahoans in the future will see a modern, balanced, and integrated multi-modal transportation network that is efficient, safe, and protects and enhances the environment. This system will be managed to address future traffic growth, improve air quality, and use energy more efficiently. This transportation network will:



- Place Idaho businesses on a competitive footing with other states in a global economy by making cost-effective transportation investments that promote sustainable economic growth and improve the movement of goods, people, information and services;
- Provide adequate airports and airport access for interstate and international commerce;
- Support freight transportation by rail, highway, water, and air: all interconnected through modern intermodal facilities;
- Provide reasonable public transportation services to rural and urban areas with connections to other transportation modes;
- Make trips by bicycle and foot more convenient and safe and reduce conflicts with motorized modes;
- Provide road, street, and highway networks that have adequate structural and traffic capacity and are properly maintained and managed;
- Coordinate transportation and land-use planning decisions which protect the investment in highways and streets while also preserving the quality of neighborhood environments;
- Maximize traveler opportunities to choose between different modes of transportation, especially in urban areas;
- Foster an atmosphere where the public, governmental jurisdictions, and the private sector will actively participate in transportation and land-use decisions;
- Provide well-managed and expeditious drivers' licensing, vehicle registrations, titles, and permits;
- Provide travel information regarding weather, transportation system conditions, and schedules, in a user-friendly manner which is economically viable.

The Goals

GOAL 1. TRANSPORTATION IMPROVEMENTS WILL PROMOTE AND SUSTAIN THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE, GOODS, SERVICES AND INFORMATION.

Objective A: Stimulate Economic Growth and Job Creation Through Transportation Investments. Idaho must accommodate the mobility needs of a growing population while maintaining its competitive position in a dynamic global economy. The Idaho Transportation Consortium has identified transportation technology as an effective means to improve the state's economy. Idaho's advanced technology can foster new industries and new job opportunities, and establish Idaho as a vital player in the production and marketing of advanced transportation systems and services. Also, building and operating transportation facilities and services provides jobs. In turn, those facilities and services support other commercial and industrial activities and employment.

Strategy 1: Create jobs through transportation investments and by developing and marketing high-tech transportation products and services;
Strategy 2: Secure defense conversion and other funds through cooperative efforts of the Idaho Transportation Consortium;
Strategy 3: Employ advanced transportation technology;
Strategy 4: Provide for tourists by cooperating with the Idaho Department of Parks and Recreation and the Department of Commerce to protect, improve and sign facilities for tourists.

Objective B: Support the Economy by Aiding Efficient Goods Movement. - State, federal, and local transportation planning and funding processes frequently do not fully consider freight movements other than commercial vehicle counts. Greater consideration of all feasible freight modes is needed. International trade volumes will increase as a result of the North American Free Trade Agreement (NAFTA), General Agreement on Tariffs and Trade (GATT), and continuing expansion of Asian markets. Increased trade must be anticipated and technological and operational approaches, such as just-in-time inventory and shipping practices, must be supported and fostered. Ports-of-Entry facilities need to be upgraded and automated to improve truck traffic.

Strategy 1: Improve coordination of statewide intermodal goods movement;
Strategy 2: Modify project programming criteria to put goods movement projects on a more equal footing with other transportation projects;
Strategy 3: Foster technological and operations innovations to improve the state's competitive edge in goods movement;
Strategy 4: Foster more efficient delivery of small packages;
Strategy 5: Integrate goods movement considerations into all transportation planning, programming, and project development procedures;

Strategy 6: Include goods movements in the Intermodal Management System to address the connections between modes that allow for the convenient, efficient, and safe transfer of people and goods; choices between modes; and cooperation;
Strategy 7: Eliminate impediments to commerce by replacing or rehabilitating posted bridges and other deficient bridges;
Strategy 8: Eliminate impediments to long-combination vehicles on the National Highway System.

Objective C: Provide Reasonably Safe and Secure Travel Environment. In recent years, travel safety and security are becoming increasingly important elements of transportation. Any transportation planning for the future must consider the world we live in and address the safety and security of transportation services, vehicles, and facilities.

Strategy 1: Provide safety and security measures for pedestrians and transit users commensurate with the problems to be addressed;
Strategy 2: Ensure the personal safety of passengers on board transit vehicles by assessing physical risk and security factors;
Strategy 3: Provide bicycle security racks and other accommodations at major destination points and other strategic locations;
Strategy 4: Provide a reasonably safe roadway environment to avoid or reduce the severity of vehicle accidents;
Strategy 5: Implement the Highway Safety Management System which contains goals and strategies for safety improvements on highways;
Strategy 6: Provide driver licensing measures that promote safety.

Objective D: Utilize New Technologies to Promote Alternatives to Transportation and Improve Safety and the Environment. Telecommunications and other electronic technologies have the potential of improving the efficiency of the transportation system and relieving congestion by reducing the need to travel.

Telecommunication applications can be used to satisfy travel needs, reduce the demand for energy, improve air quality, and prolong the life of transportation facilities. However, if the full potential of telecommunications is to be realized, institutional and regulatory and fiscal constraints must be addressed. Barriers or constraints to fully realizing the potential of telecommunications for improving transportation include: 1) lack of coordination of activities that advance the use of telecommunications and, 2) regulations that were designed for a former time which constrain the provision of new communication services.

Advanced vehicle tracking technologies have the potential of identifying and tracking vehicles that are designated as out-of-service (OOS) at Ports-of-Entry (POEs) until enforcement officers can follow-up on drivers/vehicles. These same technologies can be used to determine the emissions of individual vehicles in moving traffic and notify the operator of a violation.

Laser-based technologies can be used to measure the density of snow, fog, and dust and activate advanced warning signs to alert motorists to low visibility conditions before they enter the area. They also have applications in many other areas of transportation.

Strategy 1: Local governments and MPOs will be encouraged to work with the State Public Utilities Commission and telecommunications companies through public/private partnerships to develop prototype community telecommunications networks in efforts to meet congestion management and air emission reduction goals;
Strategy 2: Local governments and MPOs will be encouraged to review and revise zoning regulations that currently restrict mixed-use development, home-based businesses or company employment that reduces transportation demand through the use of telecommunications networks;
Strategy 3: The Public Utilities Commission will be encouraged to review the regulations governing the communications industry and recommend changes to laws that restrict the extent to which a public entity can offer innovative new services;
Strategy 4: ITD and the Idaho State Police, in cooperation with the Idaho Transportation Consortium, will research, develop, and implement automated tracking and detection devices and programs for trucks and cars;
Strategy 5: Identify emerging new transit technologies and assess their viability and practicability for use in the state;
Strategy 6: Utilize telecommunications systems to provide important route and trip planning information to motorists in the most user friendly manner which is economically viable.

GOAL 2. TRANSPORTATION PLANS, PROGRAMS, AND STRATEGIES WILL INTEGRATE THE INTERMODAL TRANSPORTATION NEEDS OF THE STATE.

Objective A: Plan, Manage, Maintain and Improve the Intermodal Transportation System. The statewide transportation system is comprised of county and highway district roads, city streets, state highways, airports, the Lewiston seaport, transit, rail lines, pipelines and communication links. Various government jurisdictions and private corporations separately manage these systems. The challenge today is to make these diverse systems operate as part of an efficient and customer-oriented unified system.

Strategy 1: Local agencies, MPOs and ITD, in conjunction with transportation providers, will take reasonable actions to make each trip flow smoothly from start to destination regardless of the mode used;
Strategy 2: Local agencies, MPOs and ITD, in conjunction with transportation providers, will preserve and improve the system by prioritizing state and local funding and programs to maintain service and the existing infrastructure in good condition;
Strategy 3: ITD will implement management systems which are directly related to planning, managing, maintaining, and improving the transportation system;

Strategy 4: ITD and MPOs will analyze various modal alternatives as needed to upgrade the transportation system.
Strategy 5: ITD and the City of Lewiston will give special attention to intermodal access and linkage to the Port of Lewiston in developing the Intermodal Management System and implementing the long-range plan.

Objective B: Manage Transportation Demand. In some rural and urban areas traffic volumes exceed capacity. This usually occurs during peak periods of travel. Congestion negatively impacts airports where business and pleasure trips are hampered, on truck routes where deliveries are delayed, on roadways where commuters lose time, and on recreational routes where traffic just creeps along. The useful life of a system can be extended and limited funds can be used more effectively by the application of Transportation Demand Management (TDM) and Transportation System Management (TSM) actions to reduce travel time, travel costs, capital and operating costs, air pollution, energy consumption, and noise impacts.

Strategy 1: In major urban areas, state, regional and local agencies will adopt actions to increase multiple occupancy vehicle use where appropriate;
Strategy 2: Local agencies, MPOs and ITD, in conjunction with transportation providers, will plan cooperatively to coordinate all modes and provide public information for a wider selection of trip choices;
Strategy 3: Local agencies, MPOs, and ITD will promote outreach programs to increase ridesharing, coordinate rideshare marketing with transit agencies, and coordinate planning to incorporate TSM/TDM strategies;
Strategy 4: Local agencies, MPOs and ITD will promote public transportation by assisting public transportation operators in developing marketing plans, strategies, and public information/education efforts to increase awareness and interest in utilizing transit as a practical alternative to automobile use;
Strategy 5: ITD, in coordination with MPOs and others, will consider multi-modal transportation systems in high density corridors;
Strategy 6: ITD, in cooperation with the Idaho State Police, regional and local agencies, transit operators, and the private sector, will develop, test, and implement new transportation technologies as appropriate that balance demand and capacity to achieve maximum use of transportation modes and facilities;
Strategy 7: Congestion is a localized problem in Idaho; therefore, to identify present and future "hot spots," ITD will collate available data to measure the extent of congestion. Performance goals will be established and procedures developed to address them in the Congestion Management System;
Strategy 8: Implement the Intermodal Management System.

Objective C: Coordinate Land Use and Transportation Decisions. Recent air quality and transportation laws should result in more effective coordination between the decision-makers at local, regional, and state levels regarding the cross-impacts of land use, transportation, and

air quality. The requirements of the federal clean air act on air quality conformity must be considered together with the 1991 ISTEA consistency requirement between transportation decisions and land use and development plans. Still, the fulfillment of these requirements rests on the continuing consensus of local, regional, state and federal decision-makers, the private sector, and most importantly, the participation of the general public.

State and local agencies must address preservation of rights-of-way for construction of future transportation projects. Identification of unused rights-of-way for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss should be undertaken.

Strategy 1: ITD, MPOs, and regional planning organizations will encourage local land use decision-makers to consider the consequences of land development upon the transportation system and take measures to mitigate the effects;
Strategy 2: Recent federal transportation and air quality statutes provide a number of land use, transportation, and air quality checks and balances. These requirements do not infringe upon local land use powers, but they do affect the transportation and air quality consequences of land use decisions. Cities, counties, local and regional air quality agencies, the private sector, state, and federal agencies will coordinate the exercise of their respective responsibilities under these statutes;

- State - ITD, in cooperation with the Department of Environmental Quality, will coordinate with metropolitan and non-metropolitan agencies on transportation plans and consider the effects of transportation policy decisions on land use and development policies;
- Responsive Public Land Management - About two-thirds of Idaho's land is publicly owned. State agencies and federal agencies which own substantial land holdings in the state are urged to fully consider public input, mitigate project impacts, and coordinate decisions with the goals and policies of local, regional, and state transportation agencies;
- Fiscal Policies to Support Balanced Land Use - The Regional Councils of Government are encouraged to study the relationship between land and local agency planning and determine ways and means to reduce the potential impacts of competition between cities and counties for high value land uses which affect the location of jobs, affordable housing and travel patterns;
- Identify and Preserve Transportation Corridors - ITD, in consultation with MPOs and local highway jurisdictions, has conducted an early identification of transportation corridors. In partnership with other agencies, ITD will continue identifying corridors that need to be preserved for the future. These will be coordinated with land use agencies in the permit process, including rezones, subdivisions, or building permits. Where available, use of geographic information systems will be encouraged;
- Identify Functional Classes and Compatible Land Uses - Setbacks and future

rights-of-way requirements will be determined in coordination with local land use planning organizations. Public transportation services will be considered as a viable alternative to private vehicle use and ITD will encourage their inclusion in the local comprehensive planning processes.

Objective D: Develop and Maintain Roadway, Bicycle, and Pedestrian Facilities. The backbone of Idaho's transportation system is its roadway network. This network will continue to play a vital role in interregional travel, particularly in rural areas. These roadways need to be constructed, maintained, and operated cost-effectively and efficiently. Bicycle and pedestrian planning will be considered in all highway improvements and where local plans have been initiated. The use of bicycles in urban areas will become increasingly important as safe and well-maintained bike lanes and bike paths are provided.

Roadway Strategies:

Strategy 1: ITD and local agencies will complete reconstruction and relocation of deficient segments of state and local roadways as funding priorities allow;
Strategy 2: ITD will annually update the Recommended Roadway Widths Map, which serves as a guide to highway improvements based on the functional classification of State Highways, traffic volumes, and level of development;
Strategy 3: Local agencies and ITD will maintain the transportation system at system service levels that reduce user costs and overall maintenance costs;
Strategy 4: ITD, in partnership with MPOs and local agencies, transit providers, the private sector, and academia, will research, develop, and support existing and new technologies that address rural transportation issues.
Strategy 5: ITD, local jurisdictions, and other state and federal officials will coordinate federal lands projects with state and local projects to effectively utilize resources.

Bicycles and pedestrians are essential components of the transportation system; therefore, supporting facilities will be included in transportation plans. In the past, bicycle and pedestrian planning have been fragmented. Few regional or statewide planning efforts have considered bicycling as a significant transportation mode, yet, bicycle and pedestrian travel can be important elements in reducing motorized travel. Pedestrian travel is not only a necessary component of travel, it is a transportation mode in its own right as a substitute for short auto trips. Bicyclists and pedestrians often share common facilities and concerns, such as the quality, convenience, and safety of the walk or ride.

Bicycle and Pedestrian Strategies:

Strategy 1: Local agencies, MPOs, and ITD, in coordination with bicycle groups and transit providers, will plan bikeway networks.
Strategy 2: Local agencies, MPOs and ITD, in coordination with transit providers,

will provide for pedestrian circulation and connection with other modes;
Strategy 3: Local agencies will encourage developers to: 1) design mixed use and increased density; 2) facilitate the interface with other transportation services, 3) reduce distances between destinations, 4) provide for convenience and safety;
Strategy 4: ITD will encourage local bicycle and pedestrian plans by giving priority for state/federal funding to projects drawn from adopted bike/pedestrian plans.

Objective E: Develop and Improve Access to Transit Systems. The citizens of Idaho are primarily dependent upon the private automobile for their mobility. A major thrust of intermodal planning is to seek alternative means of transportation. The development of transit services is a major alternative and the availability and use of public transit is generally recognized as providing positive impact on such problems as traffic congestion, air pollution, land use developments, energy use, and roadway construction needs.

Many residents of the state are dependent on transit for personal transportation. These people must rely heavily on others or on public transportation to maintain certain essential functions such as shopping, visits to the doctor, working, attending school, and the opportunity to socialize with other people. They reside in all areas of Idaho, both rural and urban, and they should have transit service access to the extent feasible.

Public transportation, therefore, focuses on two main considerations in developing and improving services: 1) to reduce public dependency on private vehicle use, and 2) to enable maximum access to transit services by those who most need them.

Strategy 1: Transit providers, in concert with state and local agencies, will improve service efficiency and safety by employing new technology to provide real-time information for all mode choices;
Strategy 2: Provide assistance in new technology, research, planning, marketing, operations, training, maintenance, administration, and peer networking such as the new Community Transit Association of Idaho (CTAI);
Strategy 3: ITD will foster coordination of transit services with community social service agencies, organizations, school districts, ridesharing, and state agencies;
Strategy 4: ITD, MPOs, local governments, and transit providers will expand transit program marketing to educate the general public about transit availability, its social and environmental benefits and ease of use;
Strategy 5: Transit providers will improve reliability and safety by using modern well-maintained transit vehicles, promoting safety, and enhancing driver training programs;
Strategy 6: Transit providers will promote reasonable security in high-risk areas;
Strategy 7: Transit providers will respond to the needs of disabled persons, the elderly, and culturally diverse population;
Strategy 8: ITD, MPOs, and local agencies will facilitate transfers between modes by seeking joint public/private development of transfer facilities, coordinating schedules, and locating transfer facilities near high-density areas and at travel nodes;

Strategy 9: ITD will encourage the use of transit to and from recreation sites and rural areas where it is deemed feasible;
Strategy 10: ITD will implement the Public Transportation Management System to optimize transit facilities and operations;
Strategy 11: ITD will plan and develop park and ride lots where appropriate to reduce vehicle trips in high density corridors.

Objective F: Preserve Essential Rail Freight and Passenger Service. As Idaho's population grows, an efficient and effective rail freight transportation network is needed to provide access to intrastate and interstate markets. The two mainline railroads, Burlington Northern and Union Pacific, are at or near capacity. This will significantly impact future competitiveness in the transport of forest, mineral, and agriculture products since rail transportation primarily serves two components: break-bulk (e.g. agriculture, chemicals, forest, metal, mineral, and petroleum/natural gas products), and domestic/international intermodal (e.g. agriculture, chemical, consumer, food, forest, and manufactured products). Each service component has a different and specific role in the intermodal system. These will be more fully treated in the State Rail Modal Plan.

The federal Local Rail Freight Assistance program is essential to Idaho as more feeder lines are sold or transferred to short line operators. A future state-funded program may also be necessary. These new operators need financial assistance to maintain and upgrade local feeder lines that carry essential bulk products to rail trunk lines and freight transfer facilities. For passenger service, AMTRAK rail passenger service is important to southern and northern Idaho and must be continued.

Strategy 1: ITD will continue to work with major and shortline railroads and rail shippers to provide efficient and competitive service, economic stability to shortline railroads, market access, and preservation of essential rail services. ITD will seek LRFA funds for the implementation of rail projects.
Strategy 2: ITD will develop the Intermodal Management System with emphasis on rail freight connections and convenient terminal, reload, and port facilities for intermodal transfers to and from the rail mode.
Strategy 3: ITD will cooperate with AMTRAK in efforts to expand and improve services, including greater train frequencies, higher operational safety standards, increased travel speeds, improved schedule reliability, better connections to other modes, and more convenient, safe and comfortable rail cars and stations.

Objective G: Preserve/Expand Aviation Network - Due to Idaho's diversity and great distances between economic and population centers, the Idaho Aviation System Plan includes airports that have not only national and regional significance, but also state and local significance. Airports of local significance must be maintained in order to create a network of airports throughout the state to provide service to small outlying population centers and

to provide for emergency services and safety. Adjacent land uses and environmental issues are matters of continuing concern near urban areas. Ground access to local destinations and secure parking for vehicles (including bicycles) require continuing attention.

Strategy 1: In partnership with local, regional, state and federal agencies, and the private sector, ITD will continue implementing the Idaho Aviation System Plan;
Strategy 2: ITD and local jurisdictions, in partnership with ground, air, and rail service providers, will improve intermodal service to Idaho's major airports.

GOAL 3. TRANSPORTATION DECISIONS WILL PROTECT THE ENVIRONMENT AND PROMOTE ENERGY EFFICIENCY.

Objective A: Protect and Enhance the Environment. Degradation of the environment and loss of natural resources will continue to be a challenge as Idaho experiences population expansion and pressure for development. Transportation agencies, striving to meet the mobility needs of all Idahoans, will continue to be at the forefront of that challenge to maintain a quality environment. Transportation system planning, development projects, and operations and maintenance, must help maintain a good quality of life by addressing such environmental issues as protecting important wildlife habitat and minimizing adverse impacts to fish and wildlife (including endangered species), cultural resources, depletion of non-renewable resources, exposure to hazardous materials, waste management, water quality, exposure to noise and vibration, conversion of agricultural land, loss of wildlife habitat, impacts to historic and cultural resources, impacts to endangered species, and loss of scenic resources and open space.

Strategy 1: Local agencies, MPOs, the private sector, and the state will conduct environmental studies as part of their long-range plans and corridor/multi-modal alternatives studies. All affected persons and agencies will be involved in the process;
Strategy 2: ITD, in cooperation with the Fish and Game Department, will encourage and provide technical assistance to regional and local land use agencies to complete comprehensive management plans for all types of sensitive wildlife habitats to avoid piecemeal approaches to endangered species protection. Transportation agencies should protect the most critical locations and avoid or mitigate other areas. This will provide an incentive for transportation providers to maximize efficiency of the existing system, propose improvements within existing rights-of-way, and avoid destruction of or disturbances to sensitive wildlife habitat;
Strategy 3: Transportation providers will strive to use methods, materials and strategies in their construction, operation and maintenance of transportation services and facilities that will reduce or avoid adverse impacts on the environment;
Strategy 4: ITD and other transportation agencies and public transportation service providers will continue their cooperation to control and manage potential water quality impacts from such sources as storm water runoff, toxic spills and soil erosion;

Strategy 5: Public and private agencies that own and operate transportation facilities will use mitigation and enhancement measures;
Strategy 6: Transportation agencies and public transportation service providers will recycle materials used in construction, maintenance, and operations.

Objective B: Integrate Air Quality and Transportation Decisions. Transportation plans and programs must be planned, designed, constructed, operated, and maintained to bring about both air quality and mobility improvements. The comprehensive planning process at the city and county levels must consider air quality issues in coordinating land use with transportation facilities and services.

Strategy 1: State and local transportation and air quality agencies will continue to develop agreements on transportation system performance, air emissions, and improvement strategies;
Strategy 2: State and local transportation agencies should increase Transportation Control Measure (TCM) funding. The state and MPOs, in the development of transportation programming documents, will give priority funding to TCMs. ITD will continue to petition the federal government for full funding of authorizations for transit and air quality programs;
Strategy 3: A vehicle inspection program will be urged for those vehicles which are registered in a county that does not have an inspection program, but are used for work trips in another county that does have an inspection program;
Strategy 4: The federal, state and the private sector are urged to pursue modifications to their vehicle fleets to ensure the rapid introduction of reduced emissions cars, trucks, and buses;
Strategy 5: Assist transit and ridesharing service providers in promoting public transportation as a transportation mode. Air quality agencies recognize that greater use of transit, carpooling and vanpooling will reduce travel by automobiles, thereby reducing vehicle emissions.

Objective C: Optimize the Use of Energy Resources in Transportation. All of the petroleum used in Idaho is imported. Because of the increasing need for petroleum-based fuel in the future and the drop in U.S. production, foreign imported oil will increase significantly. This will severely impact the economy and transportation if future shortages in petroleum occur.

Strategy 1: Local and state transportation agencies will continue to apply existing and new technologies to improve traffic flows;
Strategy 2: Public agencies and private operators should promote use of public transit and carpooling to pool ridership for fuel conservation purposes. Park and ride lots for commuters should be located along high density corridors or in areas identified as hot spots;
Strategy 3: Public agencies and private enterprises are encouraged to increase efforts

to implement the use of alternate-fuel vehicles;

Strategy 4: Private transportation equipment manufacturers, in cooperation with the Idaho National Engineering Laboratory, are urged to continue their efforts to improve the fuel efficiency of vehicles;

Strategy 5: State agencies and private companies, in partnership with the state's universities, should coordinate research programs to develop new energy conserving transportation system improvements and energy efficient transportation modes.

Strategy 6: ITD will lead by example by providing an employee alternative transportation program for its employees that promotes the use of multi-occupant vehicles during the peak hour commute in order to conserve fuel and reduce peak-hour congestion.

GOAL 4. FUNDING AND LICENSING MECHANISMS WILL REFLECT BROAD AND INNOVATIVE PUBLIC AND PRIVATE INVESTMENT STRATEGIES.

Objective A: Provide Stable and Flexible Funding for Transportation In recent decades, transportation needs have exceeded revenues available for transportation improvements. This is largely due to general inflation and increased vehicle fuel efficiency. Also compounding the problem is the unpredictable nature of federal-aid funding due to obligational limitations and the use of federal highway taxes to reduce the federal budget. The results are increased costs due to deferred maintenance and increasing transportation needs for the future. New sources of revenue must be sought to accommodate a multi-modal transportation system.

Strategy 1: ITD will utilize all available funds to carry out the STIP;

Strategy 2: The ITD Office of Budget, Policy and Intergovernmental Relations will study the feasibility of collecting alternative user revenues that better reflect the use of the transportation system;

Strategy 3: The ITD Office of Budget, Policy and Intergovernmental Relations will update the Highway Cost Allocation study biennially to assess the cost responsibilities of the various users of the system;

Strategy 4: The ITD Office of Budget, Policy and Intergovernmental Relations will conduct and complete normally scheduled and specially requested financial analysis reports, prepare and distribute reports on motor vehicle registrations, licensed drivers, motor fuel usage, and state and local highway revenues and expenditures within time frames specified by state law and FHWA regulations;

Strategy 5: The Division of Motor Vehicles will continue integrating and automating the collection of motor vehicle fees and driver registrations;

Strategy 6: ITD and local jurisdictions will work with general purpose local governments and the private sector to determine ways to collect impact fees where transportation facilities are impacted by development;

Strategy 7: The Public Transportation Division will evaluate flexible funding and legislative options to help fund capital purchases and operating expenditures for public transportation;

Strategy 8: The Idaho Transportation Board will petition the Idaho Congressional delegation to vigorously campaign for full funding of ISTEA and support legislation that will ensure flexibility for any additional federal funds;
Strategy 9: The Idaho Transportation Board will consider modifications to state transportation funding criteria to allow the programming of state rail-freight service projects. The Legislature will be requested to memorialize Congress to continue with and increase the Local Rail Freight Assistance Program;
Strategy 10: Utilize all available licensing fees for transportation improvements;
Strategy 11: The local jurisdictions responsible for highways will seek a reimbursable funding program whereby local governments can borrow funds to match federal aid for highway improvements and bridge projects. These funds would be returned by payback to the fund over an agreed upon period of time;
Strategy 12: Provide information and education programs to public and private parties regarding the importance of efficient transportation systems to the well-being of the State's economy.

GOAL 5. TRANSPORTATION DECISION-MAKING PROCESS WILL PROVIDE OPPORTUNITIES FOR INTERAGENCY COOPERATION, COORDINATION, PUBLIC INVOLVEMENT, AND PRIVATIZING PUBLIC WORKS AND SERVICES.

Objective A: Provide a continuing and cooperative planning process that includes the local elected officials represented in the three MPOs and the local elected officials represented on the six Economic Development Districts for the non-metropolitan areas of the state.

Strategy 1: ITD will initiate a cooperative transportation planning process with local elected officials that have jurisdiction over transportation for the non-metropolitan urban or rural parts of the state.
Strategy 2: ITD will initiate a cooperative transportation planning process with local elected officials that have jurisdiction over transportation for the metropolitan areas of the state.

Objective B: Achieve transportation goals through public involvement and effective partnerships with capability to resolve conflicts. Public participation, interagency partnerships, and conflict resolution are basic to the achievement of statewide transportation goals. To avoid unnecessary controversies and delays, early involvement in the process by all affected parties will help to resolve conflict and speed completion of needed projects. The development of regional modal plans will be prepared in cooperation, as appropriate, with cities, counties, and highway districts.

Strategy 1: Transportation agencies will provide for early and ongoing public and governmental involvement by all affected and interested parties;

Strategy 2: ITD, in cooperation with local entities, will develop and initiate procedures to quickly resolve disputes on land use, transportation and air quality concerns.

Objective C: Promote privatization. ITD and local transportation agencies have used privatization in public transportation and in planning, developing, constructing, and maintaining airports and the state highway system. This has helped state and local agencies in carrying out their responsibilities without unduly increasing permanent personnel. Also, in feeder rail operations and in public transportation, private enterprise provides the needed facilities and services. These public/private partnerships need to be continued and new ways discovered to make them even more effective.

Strategy 1: Agency partnerships will be pursued in planning, developing, and delivering transportation services;
Strategy 2: ITD and transportation agencies will explore means to improve and increase public\private partnerships in privatizing public services while reducing federal paperwork burdens.

Objective D: Achieve county involvement in licensing strategies. ITD relies on county offices to act as the sole agents in the issuance of drivers' licenses and ID cards through the automated driver's license system. The automated system is the key element in Idaho's driver's licensing program.

To operate efficiently, the automated system must balance (1) the needs of the counties and (2) the needs of the department. In maintaining this balance, both the department's and the counties' requirements and concerns must be taken into account in all decision-making or planning processes affecting the system.

Because the automated system undergoes frequent changes due to new state and federal legislation, programming adjustments, and equipment improvements, the department must maintain open and effective lines of communication with the counties.

Strategy 1: Insure an efficient automated driver's license processing system that directly meets the needs of the ITD and the counties;
Strategy 2: Maintain continuous contact and interaction with county licensing offices through regular meetings, training seminars, newsletters, and on-line services.